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## Why Tinker the Charter?

In practical politics, the fewer measures which are put forward requiring explanation, the better it is for those who advocate their adoption.

The Mayor desires an amendment to the Greater New York Charter giving the city authorities greater authority than they now possess to "create new positions, consolidate existing positions, readjust titles and increase or decrease salaries in all the departments, bureaus, boards and commissions" of the municipality.

Of course it is absurd to talk about this scheme as being the result of a conspiracy" between Mayor Low and anybody else. The Mayor's motives are undoubtedly good; but is it wise to tinker the Charter in this manner simply for the purpose of dealing with a temporary condition of things which those now in control of the city government deem objectionable? If this course is taken at the instance of the fusionists. why may not the Democratic party just as reasonably ask the Legislature to interfere similarly in its behalf, if restored to power at the next municipal election?

The scheme itself seems to be remarkably inchoate. Mayor Low is quoted by an Evening Post reporter as saying when asked whether it was proposed to extend the exempt schedule under the Civil Service law: "That is something that will have to be determined when we prepare the classification. It is impossible to say offhand just how the service should be reorganized.'

Should not the Legislature have some information as to what is to be done under the proposed amendment before enacting it into a law?

The Greater New York Charter was completely revised last year, as the result of the very careful deliberations of an able and exceptionally capable commission appointed for that purpose by Governor ROOSEVELT. People cannot be blamed for thinking it very strange that the work of this commission should itself require revision so soon after the accession to power of a new municipal administration.

# Lord Rosebery's Aim at Leadership

It begins to look very doubtful whether Lord ROSEBERY was wise from his own point of view in seceding from the British Liberal party. That he did secede is certain, in spite of some subsequent professions to the contrary. because he declared over his-signature that, in repudiating Home Rule, he had spoken, not from the inside of the Liberal tabernacle, but from a place outside of it, though not in solitude. We pointed out at the time that, for the fruition of Lord ROSEBERY'S plans, it rould not suffice to draw to his side a few conspicuous Liberals, but that it would be indispensable to secure also the support of the Liberal Unionists who now are represented in the Salisbury Government.

The incidents that have since occurred indicate that Lord ROSEBERY's attempt to organize a new and powerful political party is a flash in the pan. It is true that Mr. HERBERT ASQUITH, Sir EDWARD GREY and Sir HENRY FOWLER consented prematurely to figure as Vice-Presidents of a political association the headship of which was taken by Lord ROSEBERY. How many members of the House of Commons are these three conspicuous Liberals likely to lead into the camp of their new chief? They might have drawn with them a good many, if the Liberal Unionists had shown themselves disposed to desert the Conservatives and to form a new coalition with the Imperialist wing of the Liberal party. In that event it was at least conceivable that Lord ROSEBERY might play a part, which, at a certain juncture of the Crimean War had been taken by Lord PALMERSTON, when the latter was called upon to supersede Lord ABERDEEN in the post of Premier.

In the present case the condition precedent to such a change proved wanting, namely, the abandonment of Lord SALISBURY by his Liberal Unionist supporters. That they have no intention of adopting any such course was made clear at the annual meeting of their Council, which took place on Feb. 27 under the Presidency of the Duke of DEVONSHIRE. The Duke said he was unable to see what inducements to enter a new coalition could be offered by the Liberal Imperialist faction to the Liberal Unionists. He expressed the opinion that men like ROSEBERY or KIP-LING, who threw blame impartially on everybody else, could expect to meet but scant sympathy in any quarter. For his own part, he believed, he said, that the country would decline to follow the flag of statesmen who had quietly looked on while the official guides of the Liberal party had led it deeper into the mire. That the meeting agreed with the Duke was evident because it passed resolutions to the effect that there was no foundation for Lord ROSEBERY's hopes of

The position taken by the meeting. over which the Duke of DEVONSHIRE presided, offers additional proof of the fact that, not the London Times, but the London Spectator, is the trustworthy spokesman of the Liberal Unionist party. The Times, it may be remembered, praised Lord ROSEBERY'S repudiation of Home Rule, and showed itself ready to acclaim a new Imperialist party, which, of course, would have to depend for the bulk of its voting strength at | The first Maine cost \$4,877,788; the Brook-

gaining recruits among the Unionists.

eral Unionist deserters of Lord SALISBURY'S banner. tator predicted that there would be no such deserters, and the prediction has been fulfilled. Lord ROSEBERY and his three henchmen, who probably by this time regard him as an ignis fature, have been officially informed that, if they enter the Liberal Unionist camp as recruits, they will be welcome, but not otherwise. Their dream of leading an independent and quickly triumphant party must be dismissed.

Wireless Telegraphy in the Pacific.

One difficulty in the way of a system of cable communication that shall unite all our Far Eastern possessions is the depth of the ocean in the neighborhood of Guam. The water is said to be deeper there than in any other part of the world. The physical possibility of landing at Guam is yet under consideration, not only by the advocates of the bill for Government ownership of the proposed Pacific cable but also by at least one of the private corporations seeking a

On Saturday there arrived at this port an American steamship which had received an intelligible communication by wireless telegraphy from Cornwall, 1,550 miles away; and single letter signals

when 2,100 miles away. Now, Guam is not so far from our Philippine island of Mindanao as Mr. MARCONI and the Philadelphia were from Poldhu when the last decipherable message from that point was received and read. Honolulu's distance from San Francisco is less than that which which was covered by the signal S recorded by Mr. MARCONI's receiver when 2,100 miles west of Poldhu. The same space more than covers the distance from Hono ulu to our Samoan island of Tutuila and our naval station at Pagopago harbor.

Within the limit, therefore, of actual present achievement in the matter of long distance telegraphing across the sea without a cable, is every American possession in the Pacific, excepting only the long stage between the Hawaiian Islands and Guam. The marvellously rapid development of this method of transmitting intelligence leaves no doubt that a thousand miles more or less will soon be unimportant.

Will the electric current that is in the future to bind us to our outlying possessions in the Pacific be maintained through a cable system, the estimated first cost of which is \$15,000,000 according to the report of the Interstate and Foreign Commerce Committee of the last House, and the annual cost of operation \$1,500,000? Or will the Government messages to Honolulu, to Guam, to Pago-pago, to Manila, be flashed through the air from station to station by the system of MARCONI, of TESLA, or some of the other men of genius now devoting their minds to the perfection of wireless telegraphy?

This question is not merely of speculative interest. It is immediate and practical, and of concern to Congress at the present time.

# The Cost of Our "New Navy."

A return made recently by the Navy Department in response to a resolution of the Senate calling for figures showing the cost of the " New Navy " is a financial history of the navy for seventeen years, 1883-1900, and as such is both interesting and important. No similar compilation has ever been made.

The Department's response purports to give the figures of the cost of seven "finished vessels" added to the navy between March 3, 1883, when the first act was signed to re-create the navy, and June 30, 1900; it actually gives the amount authorized by Congress to be spent on that number of vessels, but gives the cost of only sixtyeight vessels, nine of the so-called " finished vessels " not being completed until after the end of June, 1900. The correct figures are easily to be found, however; and they are highly interesting.

For the seventy-seven vessels added to the navy between 1883 and 1900, Congress authorized the expenditure of \$37,004,057. The appropriations made afterward for the same vessels amounted to \$123,559,597, of which \$81,576,687 was for the hulls and machinery, and \$41,-982.910 for the armor and the equipment of these ships. Of the eighty-seven million dollars, more than twenty millions were for the nine vessels not finished when the Department's return was made up, leaving for the sixty-eight vessels actually finished the sum of \$66,750,000, or nearly one million dollars for each ship. The contract price of these was \$40,228,402. The following table shows what the actual cost was, and the elements that made it up:

Paid contractors	\$45,621,720.7
Paid contractors, extra	2,628,188.6
Work done by Government	21,454,442.7
Hull armor.	6,041,646.6
Gun protection	6,527,996.1
Trial trip expenses	485,643.5
Speed premiums	8.284,871.5
Cost of equipage	13,759,472.1
	-

The total cost is thus seen to be very nearly a hundred millions, though the original estimates were about two-thirds of that sum.

The nine vessels unfinished on June 30, 1900, in the order of their authorization by Congress, were the Plunger, the Kearsarge, the Kentucky, the Illinois, the Alabama, the Wisconsin, the Stringham, the Goldsborough and the Bailey. On these nine vessels, more than \$18,-000,000 had been spent up to June 30, 1900; and at that time it was estimated that \$29,973,128 would be the total cost on completion. The aggregate cost of the seventy-seven vessels authorized and begun between March 3, 1883, and June 30, 1900, would thus be very nearly \$130,-000,000-\$129,777,056.30, to be exact.

The cost of each finished vessel given in the report, and the cost of all repairs made on each ship since it was first turned over to the Government. From the former table, it appears that the Oregon is the most expensive ship in the navy, as she cost \$6,575,032. The Massachusetts cost \$6,047,117; the Indiana, \$5,983,371; the Iowa, \$5,871,208.

lyn cost \$4,423,790, the New York \$4,846,-642, and the Texas \$4,202,121. The Columbia cost just under four millions of dollars, gaining for her makers \$350,000 in speed premiums. The Minneapolis gained \$414,600 in premiums for her makers, the Brooklyn the same as the Columbia.

The repairs on the sixty-eight vessels cost \$9,343,235.16, or just about 10 per cent, of the cost. Some of the " repairs, however, were practically rebuildings. For example, the Chicago was "repaired" three years ago at an expense of \$1,357,000, but left the yard practically a new vessel. The Oregon, which cost originally more than any other vessel, has cost for repairs only \$68,000; the Petrel, a gunboat which cost less than half a million to build, has cost in repairs about a quarter of its original price.

The cost of building warships has increased with the improvements in equipment and armament; the Illinois, Alabama, Virginia, Nebraska and Georgia, and the five vessels authorized in June, 1900, the New Jersey, Rhode Island, Colorado, Maryland and South Dakota, were expected to cost more than six millions each; nine vessels were estimated at more than five millions each. But other things being equal, the more expensive a war vessel is to build, the less apparently does it cost to keep her in repair afterward.

A further table shows the cost of the plans for each vessel, resolving the total expense of the designs among the four departmental bureaus of Equipment, Ordnance, Construction and Steam Engineering. Some of the figures are curious. The plans for the Maine, the first battleship of the " New Navy," cost \$86,169.18; those for the Texas, built in the Norfolk Navy Yard, cost \$91,952.68. The Kearsarge plans cost \$108,822.86; the Kentucky plans, \$107,187.73. The torpedo boats and destroyers cost more to design proportionally than the larger vessels, from \$3,000 to \$7,000 apiece.

The figures of the report are not so arranged as to permit of any deduction as to the comparative cost of vessels eighteen years ago and now, but it seems as if the more recent vessels were completed at a cost nearer to the original estimates than the old ships were. This is to be expected. One certain deduction may be made, though; that however much our war vessels have and shall cost, we are getting good value for every cent spent upon them.

Porto Rico, the Philippines, Cuba The House conferees tranquilly ac-

cepted on Saturday the Senate's reduction of twenty-five per cent. in duties on goods imported into this country from the Philippines. The apprehension in that quarter that any reduction of the sort might prove a fatal wound to the general system of protection seems to have yielded to common sense.

Every argument that was urged two years ago against tariff reduction for the benefit of Porto Rico applied with equal force to the case of the Philippines. Protection survived first the Foraker act, and, secondly, free trade with Porto Rico. Protection is not mortally stricken because the duties on Philippine imports are to be reduced to three-quarters of the Dingley rates. Nobody thinks so now.

Nor will Protection take to its death bed when justice is done to Cuba. This nation's moral responsibility for the commercial welfare of Cuba is not less than in the case of Porto Rico or of the

# Two Kings.

When the Hon. JAMES STEPHEN HOGO was Governor of Texas, no other man was more ferocious in his hatred of corporations. He roared against railroads and Wall Streeters and plutocrats. The Texas Democrats and Populists wept

happy tears. There came a time after he ceased to be Governor when he seemed to suffer a change. He was charged with being a corporation lawyer, always a very serious charge in good Bryanite communities. Still, he kept his place among the faithful and nominated BRYAN whenever he got a chance; on one occasion to the great discomfiture of Tammany Hall. In 1900 he was as sonorously Bryanite as in 1896. viewed commercialism with alarm and shuddered in all the extent of his seventy-four or seventy-five inches at the Money above the Man.

In 1901 the oil in the lands of the Beaumont district decided to have some fun with certain Democratic statesmen who had been in the habit of saying Boo! to corporations and of "throwing a fit" when the word plutocracy was uttered. Up squirted the oil; down went the barriers of wealth. Thenceforth the proud Spartan name of Hogg was to be associated with syndicates and monopolies and millionaires. The scourge of corporations had become their promoter. The bellower at plutocracy found himself

getting rich. A few days ago he went to London to tell the City of the glorious opportunity to invest in oil shares and to boost a company. His financial and social progress seems to have been rapid. He has been dining with the chiefs of finance and of fashion. His coming grand triumphal tableau and apotheosis are foreshadowed in this despatch:

" LONDON, March 1 .- Mr. CHOATE, the American Ambassador, will present ex-Governor Hood of Texas at the King's levee next Friday."

What does WHEELER of Paducah think of that, now? Another patriot charmed by saint-seducing gold. Another American citizen crawling to the steps of the throne.

But what shall the great man wear at the levee? The Hon. HENRY WHITE, Secretary of the American Embassy, stood up for court dress and the rigor of the game; and without doubt the Atlantean bulk of Mr. Hogg would be overpoweringly splendid in court costume. But he and his friends pleaded for simplicity and ordinary evening dress. Mr. CHOATE and Mr. WHITE softened; and it is thought that the Oil King will be knee breeches and silk stockings when he appears before King EDWARD VII.

Mr. Hogo has long taken a deep interest to be carrying the Kentucky antipathy to water to a ridiculous extreme. clad is evening coat and waistcoat and

in the subject of dress. He is known in Texas as a dress reformer and has spoken often for a sensible, rational, simple dress for men. A thin alpaca coat or plain, honest shirt sleeves is a part of the garb which he recommends for summer wear. Who would have thought that this praiser

ing before Kings? Well, there are few longer legs in Great Britain than those which the Hon. JIM Hogg is to insert into smalls next Friday; and there is no heartier laugh anywhere. The Oil King is a good fellow, bears up under his actual and prospective riches bravely, can shake hands as strongly as any man in the world, would have made a persuasive book agent, and will probably make the King take a small block of stock.

of homely clothes would soon be stand-

An atrabilious New Englander, writing of course, to the Springfield Republican ironically applauds Secretary HAY for asing in his McKinley oration the phrase under the shadow of our flag," in referring to our recently acquired island possessions. "Could anything be more closely descriptive?" he asks. " It might be made stronger by inserting the word 'cold' before 'shadow,' but that is not necessary

Cutting off the sunshine implies cold. DAVID the Psalmist, it appears, com mitted the same rhetorical impropriety when he implored the Lord to "keep me under the shadow of Thy wings."

## REV. MR. SCHOONMAKER'S CASE The Rights and Courtesles of the Crowded Rallway Car.

TO THE EDITOR OF THE SUN-Sir: Repeated notice of the occurrence on a Jersey Cantral train, wherein the Rev. Ralph Dazell Schoonmaker was unfortunately involved demands a statement which will relieve the minds of all "Presbyterian gentlemen of any misconception of the character of heir representative in the foreign field. Mr. Schoonmaker entered the train with Mr. A. C. Beatty, an old friend whom he had not seen for years. Mr. Beatty requested him to hold a seat while he went forward to find his brother in another car, assuring Mr. Schoonmaker of his quick return. To inquiries Mr. Schoonmaker made the usual answer in such cases and no objection or complaint was heard except from the person comfortably seafed oppo site. To him Mr. Schoonmaker courteously explained the situation. After the train started and it became evident that Mr. Beatty was detained, Mr. Schoonmaker explained to the conductor who inquired and through him offered the seat to two gentlemen who were standing in the car at some distance. No lady was kept standing at any time.

The abuse of the person opposite con tinued to Plainfield without active resent-ment from Mr. Schoonmaker. This selfrestraint was mistaken for timidity and after both had left the train the unknown person struck Mr. Schoonmaker, who was encumboth had left the train the unknown perso struck Mr. Schoonmaker, who was encum bered with several large bundles, squarel in the face. Mr. Schoonmaker repelle this and subsequent attacks with an abilit which makes his previous self-restrain all the more remarkable and cannot love him in the opinion of any who know the nobility of his character and the self-sacrifichets making for his fellow men.

him in the opinion of any who know the nobility of his character and the self-sacrifice he is making for his fellow men.

The criticisms of "A Presbyterian Gentleman" would in my opinion be entirely warranted had the more highly colored press reports been true, and I admit that Mr. Schoonmaker did exceed his legal rights in holding a seat for anybody. Still, common courtesy acknowledges such a privilege where it does not directly inconvenience other passengers, especially ladies. The abuse of this courtesy is most reprehensible and the suggestion of such abuse in this case does Mr. Schoonmaker deep injustice.

injustice.

Mr. Beatty's self-acknowledged blame hardly enters into the discussion, but the unknown aggressor can, under the circumstances, receive little sympathy, especially in view of the cowardly method of his attack.

J. R. BLAKE. 49 WALL ST., New York, March 1

## Duane H. Church and Other Watchmakers TO THE EDITOR OF THE SUN-Sir: Apro-

of Horace L. Arnold's article in relation o Duane H. Church's début as a captain of industry and to his inadequate recognition outside of the watchmakers, I have to say as watchmaker, who long ago recognized his ability in the line he is now following, that his appearance to the general public Prince Henry is in line with the present craze to laud the man behind the gun, and in this case, as in the others, the gaze is rivetted on the man and the gun forgotten. Mr. Church is modesty personified, and he would tell us that the American Waltham

Watch Company is now, has been and always will be the well-spring of its own progress. He would say that he is only one of many who have contributed to its development. He would give credit to A. L. Dennison, "the father of the American watch," and to each successive mechanical superintendent. Mr. Church and all others in this line of manu-

church and all others in this line of manufacturing will uncover in the presence of Royal E. Robbins. Mr. Church's brilliancy lies in his ability to approach closer to ideal automatism than is usual among designers and constructors. The basic principle of Mr. Church's method is the carriage of a unit or part of a watch from one tool or machine to another tool or machine for each successive operation, by means of various mechanical movements in lieu of like service by human hand.

There seems to be more surprise manifested over the début of Mr. Church than over the appearance of better-known men, but why should a man of his intelligence he kept in obscurity, why should he be a rose born to blush unseen and waste its sweetness on the desert air? Some one must take the places of the older ones, and who more fit to come up than Duane H. Church's Bring up the others; put out fresh goods. While comparatively happy and lealous of none, I must confess to being on the downward slope, pursuing the even tenor of my way unheralded and unknown.

W. W. HASTINGS,

JERSEY CITY, Feb. 27.

TO THE EDITOR OF THE SUN—Sir: In the report of the proceedings at the McKinley memorial services, it is noted that Prince Henry of Prussia crossed his legs and disclosed the fact that he wore the old-style top boot. In the English Army Wel-lington boots are part of the full-dress uniform (see Dress Regulations) and probably the same regulation holds with Continental services. There is a reason for it. The trousers retain their shaps instead of wrinkling about the ankles as when low shoes are worn. Moreover, there is uniformity shoes are worn. Moreover, there is uniformity which is perhaps preferable to the variety allowed in our service, where can be seen button shoes, lace shoes, Congress gaiters, &c., some with plain toes, others capped, some with high heels, some with low. For field service, rigid uniformity should "go hang" and a man should wear—if the supplies are procurable—what suits him best, sandals, moccasins, Jack boots, puttles or leggins with half boots, or what not: but in "full fig" the boot of our daddies is the proper thing.

By the way, I never heard of pressed trousers for soldiers on the other side. But then I haven't been there for a good many years. In my day,

for soldiers on the other suc.

been there for a good many years. In my day, we used to wear our new ciothes in quarters for several days to get the ironing marks out. Obtrusive brand newness of clothes was considered more suitable for counterjumpers in their Sunday best.

EX-ROTAL MARINE.

NEW YORK, March 1. Bring Filipines Here.

Bring Filipinos Here.

To the Editor of the Sun-Sir: Would it not prove of especial benefit to the inhabitants of the Philippines as well as for the United States in their civilization to bring a number, say 100, of the Filipinos, representative of the different tribes, to the United States. Their living here would in a short time show them far better than through our Commissioners, the workings of our customs and our laws. Then these very natives, returning, realizing our laws and customs as well as the laws, customs, and superstitions of their own people would be more able to fill government positions, and in that capacity bring the advantages of our methods in less time before their countrymen.

New York, March 2.

# Won't Compromise.

From the Columbus Evening Republican

BY RAIL ACROSS AUSTRALIA.

Continuous Line to Be Built Acres the South Part of the Continent

A great railroad enterprise is getting under way in Australia. The surveys have been made for a railroad from Port Augusta in the State of South Australia clear cross the southern edge of the continent to the mining town of Coolgardie in Western Australia. As Coolgardie is already joined by rail to Perth, on the west coast, the transcontinental road will be completed when it reaches that point.

The road will run quite near the sea where a telegraph has for years connected the eastern and western coasts of the continent. Nine-tenths of the mileage will be through one of the most barren deserts to the world, but the building of railroads through desert lands no longer offers difficult problems to engineers. The problems have been solved and no one doubts that the stretching of a railroad across this part of Australia will be successfully carried out.

The engineers say that on the limestone plateau to the north of the Great Australian Bight, along whose shores the track will be laid, is the only part of the continent where there are no native tribes. A con-siderable number of natives, however, live in the western part of the region to be

traversed.

Until the engineers recently went over this desolate country the region had been crossed only by Eyre, who, while vainly hunting for new pasture lands, made the journey in 1840-41 that cost him so much suffering and the loss of his white com-

This railroad will complete the connection This railroad will complete the connection by rail of all the important centres of population in Australia, excepting some isolated settlements on the north and northeast coasts. Heretofore it has always been necessary to travel by sea between Perth. Fremantle and Albany, the most important towns in the State of Western Australia, and the well-developed regions of Victoria and New South Wales.

But with the building of this railroad the

any other one man has ever made in that continent.

Twenty freight cars were required to take them to Budapest when they were exhibited in that city. Many of them are now on permanent exhibition in the Museum at Vienna, though Dr. Holub has given away a great deal of his material to natural history museums in nearly every country of Europe. About forty medals from leading geographical and scientific societies and various Governments have been bestowed upon him in recognition of his important contributions to our knowl-But with the building of this railroad the journey may be made from the southwest corner of Australia through all the southern States of the Commonwealth and north along the east coast as far as Rockhampton, on the middle coast of Queensland. Thus, been bestowed upon him in recognition of his important contributions to our knowledge of Africa.

Dr. Holub and his wife, who accompanied him on his last expedition in 1883, had a most thrilling experience in the Dark Continent. In the Maschukulumbe country, north of the Zambesi, they were robbed of all their supplies, the two white men with them were killed, and they were compelled with the handful of people left in their caravan to retreat to the south.

The terrible march lasted eight months, and for the first hundred miles it was necessary to avoid all villages, for every man's nearly all the great mining regions and agricultural districts will be connected by rail either by the line along the coasts or by branches from it already in operation in eastern Australia, which penetrate into the mining and wool-producing districts of the

Eyre was saved from death when he crossed the continent by the discovery that he could obtain water by digging. It will be remembered with what infinite difficulty the famous overland telegraph line from South to North Australia was carried across the waterless interior meet the submarine cable on the north

But a great deal has been learned about practical methods for carrying on enter-prises in the deserts since the overland telegraph was stretched across the sandy of Australia; and there is no reason to doubt that the desert railroad now to be built will be completed without very great

## NEW ROUTE INTO AFRICA. Steamers and Porters to Connect the

Sea With Lake Tanganyika. A company has been organized in Germany under the name of the Central African Lakes Company to create a regular transport service from the coast to Lake Nyassa and thence to Lake Tanganyika employing 8,000 native carriers. The company will carry goods for the German Government, for the stations of Congo Free State in the southeastern part of its territory and for the numerous missionary and trading posts that are distributed over the country

The advantage of this route is the large amount of water transportation it affords. of their voices brought Mrs. Branther to the door "Why. I was just dreaming about that lost baby," she said. "I saw her perfectly well, and if you'll follow down the line fence to the foot of that second draw and then go up the draw I believe you'll find her." The men started on the run. Under the cloud-dimmed moon they hunted back and forth, calling, and expecting if they found the baby at all to come upon her sound aslee; in a ditch, or that other condition suggested by the constant howling of the coyotes. Buy when they found her, just as Mrs. Branther had said they would, she was unharmed She had been away from home nine hours. Vessels from Europe may unload their cargoes at Chinde in the Zambesi delta and river boats will carry the freight up the Zambesi and its Shire tributary to the rapids in that water.

A portage of sixty miles will then be required. At the head of the rapids the quired. At the head of the rapids the freight will be transferred to steamboats bound for the head of Lake Nyassa, 300 miles away. Another portage of 200 miles will then be required to the foot of Lake Tanganyika whence German steamboats will be able to deliver the freight at ports along the thousand miles of Tanganyika

The land portage along the route between Zanzibar and Tanganyika is 800 miles in length. The new route will involve only 200 miles of land portage and will thus affect a large saving of time and

he development of their great territory The development of their great territory in East Africa will doubtless demand from the Germans the building of a railroad straight from the Zanzibar coast to Tanganyika. The route which they now propose to utilize is to be opened because the railroad which the British have completed from the Indian Ocean to Victoria Nyanza threatens to divert to that northern route

threatens to divert to that northern route most of the trade the Germans have been carrying overland to Tanganyika.

It is likely that the sharp competition for the trade of Central Africa will soon compel the Germans to build this railroad, but meanwhile the new route by Lake Nyassa will be much cheaper and better than their caravan road to Central Africa which is now employed. which is now employed.

## How Siler Got His Check Cashed. From the Chicago Tribune.

As a means of proving his identity for the cashing of a check George Siler, the pugilistic referee, was asked by the paying teller at the Fort Dearborn National Bank yesterday "count out" an imaginary fighter.
When Siler presented a check to secure his

"You'll have to be identified, Mr. Siler."

The referee searched through his pockets

money the teller said:

The referee searched through his pockets and offered as evidence several letters, some of which were on boxing club stationery.

"Oh, you are the referee?" asked the teller.

"Yes, I'm the fellow "replied Siler.

"Well, I guess it's all right, but I need personal identification. Don't you know some one here?"

The possessor of the check said he did not, but perhaps some one of the force knew him. Thereupon the teller summoned one of the younger cierks who is known to have a liking for boxing, and to him the situation was stated.

iking for boxing, and to him the situation was stated.

The latter looked doubiful when he confronted Siler. "You look to me to be a bigger man in the ring," said the newcomer, looking suspiciously at Siler's nose glasses.

"That's true, figuratively," said Siler, "I am a bigger man in the ring " at the same time removing his glasses.

Still the clerk was not absolutely sure. Suddenly the teller in the midst of the discussion interrupted with a jerky command of 'Let me hear you count, Mr. Siler."

The latter instinctively bent half forward, began swinging upward and downward his right arm to a measured "One-two-three."

Before he had reached "four" the teller said.

"That's enough. You're Mr. Siler, and here's your money. Any one but a referee would say: 'Count what?' or would count right along."

#### Farmers and National Loans in Sweden. From the St. Paul Dispatch.

STOCKHOLM, Feb. 22.—The agrarian party at its meeting here showed itself in sympathy with a proposal to compel farmers, when borrowing money proposal to compel farmers, which to browling money on land, to obligate themselves to pay back 2 per cent of the loan annually. Major Bergmark, a member of the upper house, said: "Agricultural property has been mortgaged for one-third of its total value during the last twenty

one third of its total value during the last twenty years. If this continues the farmers of the next generation will be overwhelmed with debt and unable to withstand competition. Furthermore, land is a national asset and its burial under mortgages a settlem! Defit. The State forces the multiple of the state of the s national peril. The State forces the municipalities to repay loans within a reasonable period. The same principle should apply to farmers.

## Translations of the Bible From the Review of Reviews.

of the 478 ancient and modern translations of the 478 ancient and modern translations of the Bible, 456 have been made by missionaries, and the annual circulation in what are known as mission fields is over three and a quarter million of volumes, largely portions, but with nearly ninety-five thousand entire Bibles.

PICTURES FOR FILIPINOS. DR. HOLUB STILL ALIVE. Large Number of Lantern Sildes to Be

uary notices of himself.

spondent made.

round again.

elapsed before the report was found to be

false. This time Dr. Holub is not in the

depths of Africa, but at his home in Vienna.

He has lost no time in contradicting the

blunder which some newspaper corre-

Dr. Holub has been kept to his bed for

some months as the result of fever con-

tracted in Africa, which has never been

wholly eradicated from his system. It

is hoped that he will soon be able to ge

fifteen years ago that Dr. Holub had per-

ished in the wilds of tropical Africa, THE

Sun printed the story of his remarkable

work in Africa, to which he has given eleven

years of his life. His first sojourn in the

Dark Continent was seven and his second

A few years ago the newspaper writer

who prepared the obituary article for THE SUN introduced Dr. Holub to a large audi-

ence before which the explorer appeared during his visit to America.

Dr. Holub is chiefly noted for the col-lections in natural history and the ma-

terials for making accurate ethnological models which he brought from Africa. His collections are probably larger than any other one man has ever made in that

cessary to avoid all villages, for every man's hand was against them. They had nothing to eat except what they killed. In the book in which Dr. Holub told of

this expedition he gave great credit to his wife for the helpful part she bore in it and for the courage with which she endured the terrible suffering of the eight months flight from hostile savages.

BABY GUNTHER'S ADVENTURE

Found After Midnight in a Ditch Sur-

rounded by Howling Coyotes.

From the Cincinnati Enquirer.

DENVER, Feb. 26. Sarah, the three-year-old daughter of Adam Gunther, a ranchman,

wandered away from her home, northwest of the town of Henderson, yesterday after-

noon, and was found at 1:30 this morning in

the mud of a "draw" up to her knees, and

surrounded by coyotes. She was awake

The strangest part of the story is that

woman's dream directed the searchers to

the child. John McClary and Henry Dierks, two ranchmen, found her. Fully 100 men were out with the searching party. The news that a baby was lost on the bleak prairie

news that a baby was lost on the bleak prairie started every man who heard it on the run A mile away from the Gunther bouse the searchers came to the house of L. J. Brant-ner. This was about midnight. The sound of their voices brought Mrs. Brantner to the

Going 1,000 Miles by Dog Team.

Morning

His Excuse Seemed Insufficient.

From the Philadelphia Times.

From the Philadelphia Times.

Not long ago Capt. George Blakely of the United States Army, professor of mathematics at West Point, came to this, his native city. Desiring to renew old friendships, he telegraphed to Prof. Robert Hart Bradbury of the Manual Training School, requesting him to call at his hotel at his earliest convenience. Prof. Bradbury wrote a reply, instructing the maid to have it telegraphed to the Captain at once.

the maid to have it telegraphed to the Captain at once.

The message reached Capt. Blakely, who, after reading it, sent Prof. Bradbury the following despatch:

"Why don't you buy some?"
When this reply reached Prof. Bradbury he was nonplussed. He hastened to the hotel and found the Captain.

"Jack, what the deuce do you mean by such a reply as this?" he saked.

"What do you mean by this?" said the Captain, handing the professor his message. It read: "I'm out of sorts and can't come!"

Prof. Bradbury had written: "I'm out of sorts and can't come!"

The error was the operator's.

A Girl Fell Into His Bathtub.

From the Philadelphia Record.

Had Little Use for Street Cars.

From the Chicago Tribune.

From the Chicago Tribune.

During a residence of forty-six years in Chicago, Frederick D. Ehlen, a pioneer wheelwright, who died on Tuesday evening, patronized the street railroad companies only half a dozen times. That was during the World's Fair, when the distance from his North Side residence to Jackson Park made walking out of the question. It was due to his habit of walking that he finally contracted pneumonia, which caused his death, in his eighty-first year.

Goldwin Smith on Orators.

From the Atlantic Monthly.

operator's.

unharmed and not even crying.

visit four years in length.

The African Explorer Writes to Contradict Another Report of Ills Death. Dr. Emil Holub, the well-known African

Sent to Teachers in the Islands. The Museum of Natural History received explorer, has again been reported dead letter last week from one of the educaby some European newspapers. In his tional authorities in the Philippines reday Dr. Holub has read a great many obitquesting that a large number of lantern slides be sent to the islands for the use of About fifteen years ago the civilized the schools and for lectures to be given world believed that he was dead and months to the people generally. The slides chiefly

> its development, resources and people. The Museum of Natural History has undertaken the work of meeting this demand. Already a number of pictures have been taken in this neighborhood; others will be added and a great number of lantern slides from the large collection of the museum will be sant.

in demand are those which will help to

convey a good idea of our own country,

All who are familiar with the superiority of the work done by the museum in this When the report was telegraphed about line will feel certain that the Filipinos are to have the advantage of lantern slides which in selection of topics, fine photography and superior coloring are unsur-

When one of the Commissioners to the Philippines looked over the museum slides a while ago he told Dr. Bickmore that he wanted a considerable number of slides showing snow and ice scenes, the Filipinos having the most hazy ideas as to these phenomena. The collection will there fore include quite a number of snow and ice views, some of which have been specially taken for the Filipinos during the past

taken for the Filipinos during the past week.

The recent storm gave the photographer an excellent opportunity in Central Park, and the results of his work, exhibited in the lecture hall on last Thursday evening, were very beautiful specimens of snow views. The photographer was also sent up the Hudson River to the neighborhood of Hastings, where the river is covered for miles by glassy ice, affording great sport this winter for ice yachts.

All the views here show persons on the ice and also ice yachts, among them the largest and fastest iceboat on the Hudson. This yacht was shown while going at a speed, it is said, of the Empire State Express, and yet the view is very sharply and clearly defined. The photographic plate was exposed in taking the view only a very small fraction of a second. If the Sultan of Java might have seen these views of Hudson ice with men standing on the glassy surface, he probably would not be been been so scentical when

these views of Hudson less with their statuting on the glassy surface, he probably would not have been so sceptical when his first Dutch visitors told him of an interesting feature of Holland winters. They assured his Highness that sometimes, when it was very cold in Holland the water became solid and men could walk on it.

His Highness stopped them.

"Now," he said, "you have told me of many wonderful things which I have believed; but when you look at me solemnly and tell me that men can walk on water I think you are telling me what is not true I don't believe a word of it."

### SCHOOL WORK AT HOME. A Brooklyn Parent Complains That His Child Has Too Much of It.

TO THE EDITOR OF THE SUN-Sir: The system of "home work" in the grammar grades of the Brooklyn public schools is an outrageous burden on the pupils and an imposition on the parents. My little girl is in the third grade. She is certainly not lacking In intelligence, for she has always been among the foremost in her classes. After she reaches home in the afternoon her time is taken up almost continuously until bedtime with this assignment of work. I thought it was settled when I was a boy that the regular school hours cover about as much time as a growing child should spend at his studies, with, say an hour or so at night added for further prepa ration. The secret and insidious practice of giving out "home work" has undermined this salutary restriction, and under the influence of zealous theorists and faddists, lacking discretion, the work has increased beyond what any child should undergo. If it could be nerally known exactly how much time a

generally known exactly how much time a child must spend at school work in order conscientiously to do what is assigned, there would be a public outery which would drive the present school authorities out of power.

Complaint to the teachers has elicited the assertion by them that they are powerless in the matter, and that complaint should be made higher up; many of them disapprove of the quantity of work imposed, and some ask why the parents do not protest against it. The parents of course, are not organized and have no leaders. The difficulty, teachers tell me, is that there is not sufficient time during school hours for explanation or study, because time is wasted on a variety of educational fads which have crept into our public From the Morning Oregonian.

W. H. Adams, who, after six years in Alaska, has been spending the winter in Portland, left for the Far North Saturday evening. He is bound for the headwaters of the Koyokuk, where he has some mining interests which are thought to be valuable. His faithful dog team, which has also been passing the winter in Portland, went with him. It consists of two huge black Russian bloodhounds, gaunt and bony, one weighing 190 pounds and the other 150 pounds, and a stout collie dog for a leader to set the pace for the others. He will go to White Horse, where he will hitch up his team and load his toboggan with 500 pounds, and start for a clean 1,000-mile journey over the ice and snow. He will go through Dawson and 400 miles down the Yukon, and then across a range of mountains and down to the headwaters of the Knyokuth, only 60 miles from Point Barrow. He expects to be flifty days on the trip. Mr. Adams puts his trust in his team to "pull him through," and says the big dogs are very powerful and true, and his collie surpasses as a leader the native huskies.

during school hours for explanation or study, because time is wasted on a variety of educational fads which have crept into our public school system. Music, drawing, sewing, designing, Jumping, the rowing motions, are some examples of these.

The "home work," too, is infected with faddism. Time is wasted by such methods as the following: A grammatical explanation, of, I will say, a "noun clause" is given, and of its four or five varieties. The children are required at home—not to compose amples of these various clauses, which would be comparatively easy—but to find examples in one of three designated books. I have tried my hand at this, and I found it like looking for a needle in a haystack. To require a child to do it in the little time left after a school day and the other home work given, suggests to me the tasks imposed by the evil characters in the fairy tales. In other words, it is demanding an impossibility.

The result of this system is not truly educational. In the great majority of cases it engenders slipshod, careless work and poor scholarship. In the minority, where the students are conscientious, it will break down health if enforced, even where the child has assistance from educated parents.

In some schools the teachers do not rigidly require to perform everything results in reproof and being "kept in"—a fatal discouragement to a sensitive and well-meaning pupil. And yet, as though in irony, the pupils are enjoined that they should be outdoors at least an hour daily!

This letter has proved longer than I intended, but I hope The Sun will believe me when I say that the matter is of the utmost importance, and will publish it, and also allow other parents, who I hope will come to my support, to be heard.

Brooklyn, March 1.

BROOKLYN, March 1.

### Mr. Tilden's 66,000 Letters to Friends. From the Utica Observer.

It was Mr. Tilden's faith in the power of the people to form a correct judgment on any question submitted to them that led to his final triumph. "I have spent over \$3,000 for postage in this campaign," he said to a young man after 1874. "Do you mean to say that you sent out 66,000 letters?" asked his astonished visitor.

"That's about the number," answered Mr.

"That's about the number," answered Mr.
Tilden.
"But where did you get their names?"
"My long connection with the Democratic
State Committee had familiarized me with
the chairman of the County Committee in
almost every county in New York. To him
I therefore sent for a list of names of men
in every village in his county."
"And did you send printed letters to them?"
"Better than that," Mr. Tilden said, while
his gray eyes twinkled: "I sent each of my
correspondents a lithographed facsimile of
my own handwriting.
"And how did it work?"
"Splendidly." he answered, in conclusion.
"After I was elected and had gone to Albany
occasionally I'd have a call from a citizen
who would introduce himself to me by means
of one of my letters to him, and who would
say. I didn't think you knew me, Mr. Tilden,
until I got this."

From the Philadelphia Record.

Boston, Feb. 27.—While a patron was bathing in a barber shop, on Shawmut avenue, to-day, there was a tremendous splash and he was nearly paralyzed with excitement to find that a fifteen-year-old girl had appeared in the tub beside which he was standing. The girl had been leaning over a railing and it gave way. She fell through the skylight into the bathroom. Her injuries are not serious.

# Harrah for the Department of Agriculture!

From the Lynn Daily Item.

The Department of Agriculture was formerly a jest and a by word; its reports, sent by train loads to placate voters, were relegated to attles or thrown into the ash barrels. Seeds sent to those who never asked for them, as is fit for unsought gifts. would not turn out right. Of late years this im portant department has been elevated to a Cabinet position and its scope broadened. In forestry it has atoned for the past; in horticulture, it is now directing intelligent effort; in the single di-vision of cotton culture, it has developed an Egyptian staple of cotton which will thrive on American soil. furnishing a soft fibre suited for underwear and hosiery. In place of a cotton plant liable to attacks of a destructive insect, it has hybridized a variety which is immune to such creatures-bad for the bugs but better for the planters. This work reaches beyond the agricultural interests and touches the affairs of the whole people and should be indorsed by the community and sustained by Con

From the Atlantic Monthly.

John Bright's speech on the side of the North in St. James's Hall was the best speech I ever heard. He always spoke with a quiet and almost judicial manner, without gesticulation or much emphasis without anything at all of the stump orator. making his audience feel the presence of a weighty judgment and a great moral power. It has been debated whether his speeches were prepared. So far as the great speeches are concerned, the question is answered by the speeches themselves. They are literature-literature of a high order: and no man can speak literature extempore. All the great orations of antiquity, we know, were written. There have been great parliamentary speakers who spoke extempore, but their speeches are not literature. The speeches of Henry Clay, which delivered with his voice and manner produced a magical effect, are unreadable. So are those of Gladstone, whose personal bearing, fervor, rich voice, and command of his subject made an immense impression, especially when he was introducing and expounding some great measure. greas. The surest and best of Blood Purifiers is Jayne's